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COUNTRY Poland SECURITY INFORMATION
REPORT NO.TOPIC Bodenhagen (Bagics) Airfield

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DATE OF CONTENT January 1949 to January 195025X1A DATE PREPARED 24 April 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. Prior to January 1950, the airfield southwest of Bodenhagen (O 55/M 25), about 7 km east of Kolberg (O 55/M 14) was about 2.5 km in length measured from east to west and 2 km measured from north to south. The field was about 500 meters south of the sea coast and 500 meters north of the Kolberg-Bodenhagen highway. Swampy meadows were to the south of the field. The installation was provided with railroad connection branching off from the Kolberg-Koeslin (O 55/M 55) railroad line. At the end of the war, the concrete areas and four hangars of the field and the two road bridges south of the installation were destroyed. The concrete areas, the two bridges and the kitchen buildings were reconstructed, the fuel and ammunition dumps enlarged. The landing field was surrounded by a concrete taxiway, 15 to 20 meters wide, and was covered by grass. The field had drainage facilities. Large concrete aprons 200 to 300 meters wide measured from east to west and 1,000 meters long were available in the western and eastern portions of the field. They were interconnected by two taxiways, about 30 meters wide. Installations available at the field included 1 four-story headquarters building, 75 x 20 meters with 2 annexes to the south; 9 or 10 quartering buildings arranged in groups of three houses; 1 four-story hospital, about 50 x 20 meters; 3 four-story club houses and officers' billets; 1 single-story flight control station, 30 x 12 meters, provided with a glass tower, 3 meters high; a repair hangar, 60 x 20 meters; a single-story boiler house, 60 x 60 meters with 4 boilers; 4 prefabricated houses, quartering NCOs and EM; a pumping station; a fuel dump; a bomb dump in which bombs 60 to 80 cm long and 30 cm in diameter were stored; 1 undestroyed hangar, a steel structure with a vaulted roof, 100 x 50 meters, with several biplanes in it. A fixed ground radio station was seen at the southern edge of the field in a former farmhouse. Four wooden masts, 25 to 30 meters high, 5 meters apart and arranged in a square were observed about 50 meters northeast of the building. A fifth mast was observed close to the farmhouse. All the masts were interconnected by a single antenna wire. A feed-in led from one mast to the building, where one or several van-like trucks, some of them fitted with antennas, 3 to 4 meters high were observed. One officer and 13 men were assigned to the radio installation. In late 1949, a steel tower, about 40 meters high, was being set up south of the Kolberg-Koeslin railroad line near the eastern edge of the field. In mid-January 1950 the tower was not completed.

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2. The unit stationed at the field was commanded by an air force colonel referred to by the Soviets as division commander. He worked in the headquarters building alongside with the airfield commander. Prior to February 1949, the ranking officer at the field was Soviet Colonel Chernakova (fnu), who after being promoted to the rank of major general was relieved by Colonel Persek (fnu). About 70 aircraft were stationed at the field besides 7 or 8 twin-engine transports and 35 to 40 biplanes. The 70 aircraft were referred to by the Soviets as fighter bombers. The air unit at the field was organized into four squadrons, the soldiers of which could be distinguished by red, blue, yellow and silver cross bars on their epauletts. The total personnel strength of the four squadrons was 500 to 600 men, the ground unit numbered 200 to 300 men and the guard company consisted of about 150 men. Soviet soldiers told source that they had come from Leningrad and that a sister unit of the regiment in Bodenhagen was in Gartz (N 54/L 20).²
3. The flying cadre personnel that wore many war decorations was 30 to 35 years old. In late October 1949, a group of 200 to 250 student pilots who had been given intensive training moved to some undetermined place and were replaced by the same number of students from the Leningrad area. In fair weather there was intensive air activity by fighter bombers which had two-man crews and biplanes. The planes took off individually or in groups of up to four. Firing by fighter bombers at ground targets (dummies) was observed between the field and the sea coast several times a week. Targets in the sea, sheet metal bodies about 10 meters long and fastened to buoys, were bombed every two weeks. In the summer of 1949, parachuting was practiced from three twin-engine transports over the sea, about 10 men jumping from each plane in rapid succession. The parachuters were rescued by boats.

25X1A 1. Comment. The report contains the first detailed description of Kolberg-Bodenhagen airfield. For this reason it is forwarded although its content dates back to January 1950.

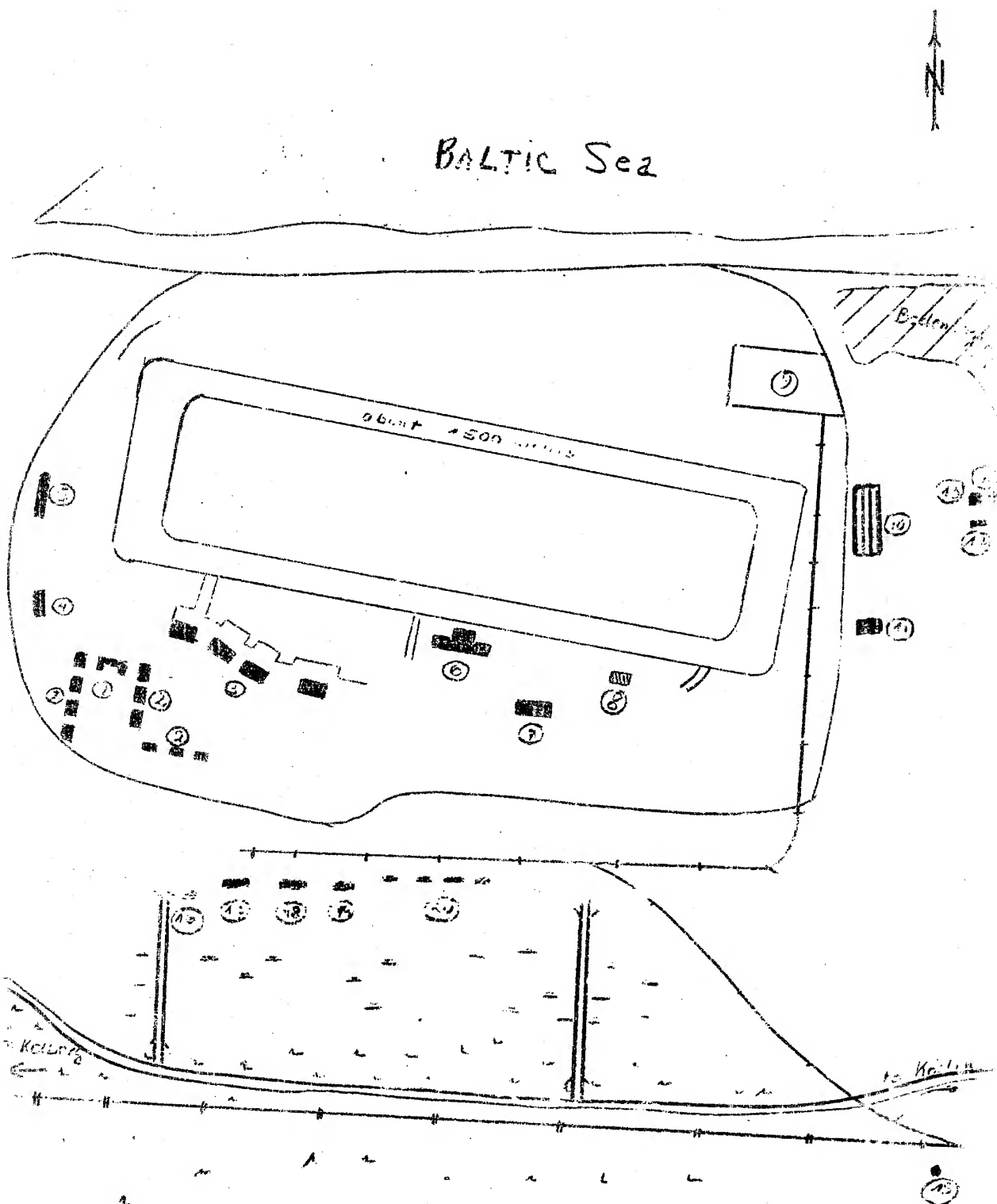
25X1A 2. Comment. These data confirm previous information according to which the 9th Naval GA Div was located at the field during the reported period. The present occupation of the installation is not definitely known. At least one Soviet fighter regiment is assumed to be stationed there. It is unknown whether the naval ground attack unit is still stationed at the field. The latter unit consisted of two fighter and two ground attack regiments of which one ground attack regiment was located in Gartz. It is possible that at present one fighter regiment of the 9th Naval GA Div is located in Peenemuende or Gartz and one fighter regiment and two ground attack regiments in Kolberg-Bodenhagen.

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Bodenhagen Airfield



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Legend:

- 1 Headquarters building
- 2 Quarters buildings
- 3 Destroyed hangars
- 4 Hospital
- 5 Officers' billets
- 6 Flight control station
- 7 Hangar
- 8 Pumping station
- 9 Bomb and ammunition dump
- 10 Firing range
- 11 Laundry
- 12 Dwelling of source
- 13 Radio station
- 14 Antenna mast (PKV-45 type radar set)
- 15 New antenna mast
- 16 Guardhouse
- 17 Repair hangar
- 18 Kitchen
- 19 Boiler house
- 20 Single-story temporary buildings

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